

TRANS PENNINE

The Magazine of the Pennine Railway Society



Autumn 2011

Committee Briefs

Last Call for the Dining Car

The 19.33 Kings Cross – Leeds service on 20 May 2011 saw the end of Britain's full-scale dining service, on the East Coast route where railway dining began in 1879 when a Pullman car was attached to the Leeds expresses of the Great Northern Railway, with a fully equipped kitchen.

On privatisation in 1994 there were 249 restaurant car services across Britain. The Government decreed more than 80 restaurant car services run on the ECML. Ironically the now nationalised East Coast has sounded the death knell.

Lounge cars remain on Caledonian Sleepers and daytime restaurants continue on 4 Great Western trains.

Summer Timetable 2011

The Summer 2011 timetable saw:

- 19 new services a day on the ECML with a new direct service to Harrogate and to Lincoln, and a 4-hour Flying Scotsman leaving Edinburgh at 05.40 stopping only at Newcastle (there will be 11 new non-stop services between York and Kings Cross)
- National Express East Anglia running 10 new eight-car Class 379 Stansted Express electric units from Liverpool Street
- Additional Southeastern High Speed services including a morning and evening service to and from Maidstone West to St Pancras

Dartmouth Railway Station

Dartmouth railway station has never had any tracks or seen a train. South Devon Railway planned a line from Exeter to Plymouth via Dartmouth. The route was vetoed by Brunel who argued the shortest route should be taken.

In 1857 the Dartmouth and Torbay Railway Company was set up to link the two towns. The line reached Paignton and Churston and the plan was to take the line across a bridge into Dartmouth. Opposition meant the route was diverted into Kingswear, but by then the station had been built at Dartmouth. There were booking, waiting and luggage facilities but to catch a train passengers had to take a ferry from the quay at the station to Kingswear.

Hull Corporation Pier was also recognised as a railway station although it was simply a booking hall and landing stage for the Humber Ferry, which closed in 1981.

Franchise Programme in Disarray

It is not expected that the nationalised East Coast will return to the private sector until at least June 2013, the award of the West Coast franchise from April 2012 has been delayed and FirstGroup is expected to take advantage of a "break point" in its Great Western franchise and end the contract in 2013, three years early.

Olympic Games Launch

The Olympic Games symbol is on display at St Pancras International. The 2012 London Olympics will run from 27 July to 12 August and 2000 extra trains are planned, with standby rolling stock positioned at some London termini for reliefs.

Late trains will run and specimen times show trains from Paddington to Exeter (00.30), Cardiff (01.00) and Oxford (01.30) and from Euston to Liverpool (01.00), Birmingham (01.10) and Manchester (01.30).

The key link will be special Javelin services from St Pancras International to Stratford run by Southeastern, with London Overground providing services to the main Olympic Park.

Airport Closure

Pennine's Air Transport correspondent, Bader Collins, reports on the closure of Plymouth City Airport by the end of 2011, having lost its flights to London in February. The closure will bring a potential rail boost.

Ex-Stansted Units to West Yorkshire

Northern is to receive 5 Class 322 units to be cascaded from ScotRail to ease overcrowding in West Yorkshire. The units will come from the Edinburgh – North Berwick route in December when Class 380s are introduced. The 322s were built by BR for Stansted Express in 1990.

Worst Stations

The 10 worst stations named in the Better Rail Stations report are Clapham Junction, Barking, Manchester Victoria, Preston, Wigan NW, Liverpool Central, Warrington BQ, Crewe Stockport and Luton.

Don't Mention the War

The annual World War II weekend was held at the East Lancs Railway over the Late Spring Bank Holiday. However, the event's website advised that due to adverse publicity over the past few years with regards to re-enactors wearing German and Axis officers' uniforms, such clothing should not be worn on any ELR premises, platforms or associated land. WWII battles were re-enacted without Germans.

Heritage "Bubble" Returns to Service

1960 built Class 121 single car unit has returned to service with Chiltern Railways following overhaul at Tyseley. Outshopped in BR green, carrying number 034 on the cab front it will be used on morning peak hour shuttles between Aylesbury and Princes Risborough, releasing a Turbo for longer distance work.

MK3s on Chiltern

Chiltern Railways is to introduce 3 non-stop loco hauled commuter services between Warwick Parkway and Marylebone with "business coaches" included. Five MK3 coaches will be hauled by Class 67s, with also a driving van trailer. The trains will start/terminate at Birmingham Moor Street, and likely to be introduced in September 2011 as a result of delays to the Evergreen 3 route upgrade to provide a new link between Oxford and London.

"Twirly" Tram Bashers Benefits

The bus passes of all English OAPs are now valid on Blackpool Trams. They can also be used on the Sheffield network.

Unfortunately, our editor tells us, the Derbyshire Gold Card cannot now be used for half-price train travel.

Tornado Re-appears

Replica A1 Pacific 60163 "Tornado" has recently left NRM after undergoing scheduled maintenance. It emerged in new Brunswick Green livery and will be appearing at a number of locations in the summer.

Flying Scotsman Launched

23 May 2011 saw the restoration of the Flying Scotsman. The train will leave Edinburgh at 05.40, arriving Kings Cross at 09.40 stopping Newcastle only, bringing a 4 hour timing back to the route for the first time for over 20 years. 91101 carries the special Flying Scotsman livery.

Chiltern Mainline Launch

Chiltern Railway's delayed Mainline service will be launched in September when it will start to link London and Birmingham in 10 minutes.

Infrastructure improvements include two more restored platforms in the original GWR terminus at Birmingham Moor Street, a new platform at Bicester North, an additional fast line at Princes Risborough, new crossovers and a new double-track bridge at South Ruislip.

Edinburgh Trams Reprieve

Councillors in Edinburgh have ruled out the option to abandon the floundering tram project. The option agreed is to have a system from the airport, keeping the Princes Street section, terminating at York Place / St Andrews Square. This is a shadow of the original vision.

Stratford Light Rail Link Delay

The latest addition to the Docklands Light Railway, from Canning Town to Stratford will open "in 2011".

Olympia Branch Under Threat

London Underground is consulting on a plan to withdraw most District Line services from the Olympia branch. The proposal is to run the service at weekends and for major exhibitions.

Le Tramchester?

It is rumoured that "behind doors" talks have taken place around the running of Manchester's trams being taken over by RATP who run the Paris Metro.

Blackpool Tram News

Unfortunately by mid-August tram services were still only running as far as Little Bispham. It had been hoped to extend the service to Cleveleys and perhaps even Fishermans Walk at Fleetwood by the end of July but unexpected problems with sewer pipes in the Victoria Square area in Cleveleys meant work almost ground to a halt in this vital area for several weeks. Thankfully all new track is now laid and a tamper was seen in action on Wednesday 10 August. Before services can be restored though the overhead line needs realigning and all the new transponder controlled traffic signals require commissioning. It is still hoped trams can get to at least Cleveleys by the Illuminations switch-on (Friday 2 September) but is by no means a certainty.

The first of the modified balloon cars re-entered service on 14 July - 720 is in an all-over advert for Walls Ice Cream and is now fitted with power-doors and extended step area which are compatible with the platforms now built at all tram stops. It's just such a shame that the bulbous extension to house these doors has totally destroyed the classic lines of these superb 1930s streamliners - progress!!

Since then cars 700, 707, 709, 713 and 718 are also back in traffic with the same modifications. 724 is almost completed with just 711 and 719 to be modified next winter.

Car 710 has been sold to the "Friends of Fleetwood" group and was the only tram to appear at this year's Fleetwood Transport Festival, albeit on the back of a Low-loader. This tram was probably the most (in)famous in the fleet being the only balloon, so far, to run at the NTM at Crich and achieving national fame as a star of Coronation Street. She was the tram involved in the episode which saw poor old Rita Fairclough being pursued by nasty Alan Bradley opposite the Strand Hotel on North Shore. The unfortunate Mr Bradley running from behind 708 and being hit and killed by 710 heading north.

The first of the new Bombardier Flexity Swift 2 trams has been completed and has been undergoing type testing at the Bautzen factory in Eastern Germany. The trams will be numbered 1 - 16 and the first one is due to be unveiled at the new Starr Gate Depot on Thursday 8 September.

Cold War Remembered

The Berliner will return for a special event on 12 May 2012 with cash raised going to the Royal British Legion.

The British Military Train, operated by the British Army and the two German state railways, was used by military personnel and civil servants for 45 years after the end of World War 2 on the front line of the Cold War in the then divided Germany.

The train ceased operation in 1990 following the fall of the Berlin Wall in 1989.

On 12 May 2012 a German-built steam locomotive will head a train of 1960s carriages, including a dining car, from Berlin to Hanover and back. The locomotive will be an 03 Pacific, preserved as part of the DB national collection.

Sheffield Railwayana Auctions

At the Sheffield Railwayana Auction held at the Derbyshire County Cricket Club's Gateway Centre on 11th June 2011 the following locomotive nameplates all sold for £5,000 or more:

- **LOCOMOTIVE NAMEPLATE: ULSTER carried by Stanier LMS "Jubilee" class 6P 4-6-0 No. 5739 (renumbered 45739 in June 1948). Built under Lot 129 at Crewe it was ex-works in December 1936 and named on the 9th of that month. It went new to Crewe North on 12th December and later spent time at Bushbury, Camden, Willesden, Kentish Town, Leeds Holbeck and Wakefield from where it was withdrawn in January 1967. It was sent for scrap to Draper's at Hull where it was broken-up in the following June. This was one of only three class members to sport a badge, but it appears this may have been only for a very short time probably between the presentation of the plaque at Euston on 31st January 1947 and c.1951 when it was noted to have been removed - £4,000
- **LOCOMOTIVE NAMEPLATE: PHANTOM – L&NWR Crewe Works May 1877 as carried by Webb LNWR Precedent Class 2-4-0 built at Crewe in May 1877 and rebuilt in November 1894. The 'Precedents' were the 6' 6" counterparts of the 5' 6" 'Precursors' and were introduced in December 1874. The class was extremely successful and, considering their size, these plucky little locos achieved some prodigious feats of haulage which have seldom been equalled elsewhere. It bore the numbers 883, 2046 and 3532 and was finally allocated LMS 5049 but that number was never carried. It was withdrawn in October 1928. The legend "Rebuilt 11/94" can be seen stamped below the words "Crewe Works" - £12,400
- **LOCOMOTIVE NAMEPLATE: BEACONSFIELD as carried by Armstrong GWR Queen Class 2-2-2 No. 1122 built at Swindon in 1875. The twenty-one members of the class worked expresses for almost thirty years over the London-Swindon-Gloucester and London-Wolverhampton routes and were in effect the predecessors of the larger Dean singles. They all had 7' 0" diameter driving wheels and 18" x 24" cylinders. After 1900 the Class was demoted to secondary duties in various parts of the system and all were withdrawn between 1903 and 1914. Named after the Earl of Beaconsfield, the incumbent Prime Minister Benjamin Disraeli. The title Earl of Beaconsfield in the peerage of the United Kingdom was created in 1876 by Queen Victoria. Victoria favoured Disraeli's Tory policies over those of his Liberal rival, William Ewart Gladstone. Disraeli had also promoted the Royal Titles Act 1876 that had given Victoria the title of "Empress of India". The town of Beaconsfield is also the burial place of the author G.K. Chesterton, Edmund Burke and the poet Edmund Waller - £9,600
- **LOCOMOTIVE NAMEPLATE: LORD RUTHERFORD OF NELSON as carried by Stanier LMS Jubilee Class 4-6-0 No. 5665 built at Crewe Works in 1935 under Lot 121 maker's number 263. It unusually broke the normal convention for naming of the Class as it was called after Ernest Rutherford, the 1st Baron Rutherford of Nelson OM FRS (born 30 August 1871 - died 19 October 1937), who was a New Zealand born British Chemist and physicist regarded as the father of nuclear physics. Added to that the pattern of plate is a rarity in itself as it is from one of only two Jubilees to have double-line nameplates and it also has two different sizes of lettering. It was named on 26 November 1935 and renumbered from 5665 to 45665 in March 1949. Entered service at Crewe North on 30th November 1935 but later spent spells at Holyhead, Edge Hill, Trafford Park, Leeds Holbeck, Sheffield, Bristol, Kentish Town, Polmadie and Corkerhill. It was withdrawn from Corkerhill in December 1962 and scrapped by Campbell's of Shieldhall twelve months later - £18,500
- **LOCOMOTIVE NAMEPLATE: LOUTH as carried by the Great Northern Railway (Ireland) 5ft 3ins gauge Class U 4-4-0 no number, later Ulster Transport Authority No. 67. One of a batch of five locos built by Beyer Peacock in 1948 adding to five other members of the Class that had been built in 1915. Its works number was 7245. Withdrawn from service in 1965 and scrapped - £6,200

The Snaefell Mountain Railway

Paul Slater

On the third and final full day of a short holiday in the Isle of Man, Chris and I drove to Laxey. As part of the Isle of Man International Railway Festival, two special events were taking place at Laxey that day; a steam locomotive was working a train over the Manx Electric Railway to Dhoon Quarry, and the cars of the Snaefell Mountain Railway were making extra stops en route.

The tree-lined Station at Laxey is shared by the Manx Electric Railway and the Snaefell Mountain Railway. It was at Laxey, during a previous holiday in the Isle of Man, that I got my first sight of the Snaefell Mountain Railway, as car no. 4 was standing under the trees ready to depart for Snaefell Summit. Two days later, I travelled up the mountain and back in car no. 6; I also photographed cars nos. 3

and 4 beginning the climb out of Laxey and car no. 1 outside the depot. I have read that the cars of the Snaefell Mountain Railway give an impression of what the cars of the long-defunct electric inter-urban railways of the United States were like.

Soon after we arrived at Laxey, "Caledonia" - an 0-6-0T originally owned by the Manx Northern Railway and now part of the Isle of Man Steam Railway's fleet of locomotives - whistled from under the trees beyond the station, and then it drew a single Manx Electric Railway car round a curve and into sight. It stood between Manx Electric Railway power-car no. 19 and Snaefell Mountain Railway car no. 4, the three side-by-side making a most attractive picture. On my previous holiday in the island I had seen "Caledonia" in the museum at Port Erin, and an explanatory notice beside it included the information that "Caledonia" had been used in the construction of the Snaefell Mountain Railway, and so had probably reached a higher altitude than any other adhesion-worked locomotive in the British Isles.

After a few minutes, "Caledonia", with much hissing of steam, moved its car forward and out of the station, over the adjacent level-crossing and into a loop alongside the Manx Electric Railway line to Ramsey. We watched it depart for Dhoon Quarry, then returned to the station and boarded car no. 4 for the ride up Snaefell.

On my previous visit to Snaefell, the top of the mountain had been hidden in thick cloud, and my photos showed car no. 6 in very murky conditions at the summit station, but when Chris and I travelled in car no. 4, the weather was sunny, clear and very warm, and there were splendid views all the way up to the summit. As well as the regular stop at Bungalow station, where the railway crosses the direct main road from Douglas to Ramsey, car no. 4 made two extra stops for photographic purposes. At the first stop, on the hillside between Laxey and Bungalow station, I enjoyed the novelty of scrambling about on the track and getting photos of the car in its upland setting. I was interested in having a close look at the Fell centre rail which, used to assist in braking when running downhill, makes the Snaefell Mountain Railway unique in the British Isles. At the summit I got a photo of car no. 4 in bright sunshine, a contrast to my views of no. 6 at this location on my previous visit. At the second photographic stop, not far below the summit on the return journey to Laxey, I climbed the grassy slope above the track, and was rewarded with fine panoramic views of the car against a beautiful backdrop of hills and lakes.

Tosca's Travels (Beer and Bashing Abroad)

Part 18

1997 had been a quiet year on the bashing front. I had spent most of my days off either with Steph or going to watch the Blades. Me and Steph had a great holiday in Zante, no railways there. Then in the September we got married and spent our honeymoon on the Peloponese Peninsular in Greece. Saw a few narrow gauge trains but didn't do any. Soon it was 1998 and I started the year with a railtour on the 2nd January. It had 31465 and 31466 from Blackpool to Barnetby, then 37114 and 37098 Barnetby to Cleethorpes. After a beer break in 3 pubs (the Crows Nest, the Kings Royal and Smugglers) the pair of thirty-ones then re-took over Cleethorpes to Blackpool, via Lincoln, Newark, Peterborough, Leicester, New St, Camp Hill and Derby. I got off at Chesterfield as the train was doing Dore curve on its way back to Lancashire. The next month I decided to take Steph to meet my mum and dad in Spain. We couldn't get a flight to Alicante so we flew to Barcelona and did the train to Alicante.

Sunday 8th February 1998

Easyjet G-EZYA Luton – Barcelona

RENFE DMU Aeropuerto El Prat – Barcelona Sants

RENFE 269203 Barcelona Sants – Valencia Nord

Monday 9th February 1998

RENFE 333076 Valencia Nord – Alicant Termino

We had a great week enjoying the Spanish sun and wine, not much in the line of beer although we found a Chinese restaurant selling Erdinger wheat beer. Then we had to get back to Barcelona.

Sunday 15th February 1998

RENFE 252026 Alicant Termino – Barcelona Sants (reversed Valencia FSL to Valencia Nord)

RENFE DMU Barcelona Sants – Aeropuerto El Prat

Easyjet G-EZYC Barcelona – Luton

All 3 locos were new for haulage and it had been a nice holiday. After that it was again back to work. In the May I went down to the Torbay and Dartmouth railway for their Diesel Gala. Did 47703 on the Manchester – Plymouth overnight and spent a nice day at Paignton. Did 47844 back to Exeter and whilst on the train got a phone call from Steph. It was good news, I was going to be a Dad. I spent an hour in the Great Western Hotel having a celebratory couple of beers before doing 47825 on the 16.15 Paignton – Derby.

With Steph being pregnant flying was out of the question for our summer hols; so we decided on doing the ferry to the Isle of Man. I did all the Beer Guide pubs on the island during the week and took advantage of the weekly Travelcard that gets you on all the buses, trains and trams over there.

Wednesday 15th July 1998

Isle of Man Railways 1 Douglas to Port Erin

Isle of Man Railways 11 Port St Mary – Castletown

Isle of Man Railways 10 Castletown – Douglas

Sunday 19th July 1998

Groudle Glen Railway “Sealion” Lhen Coan – Sealion Rocks and return

Monday 20th July 1998

Isle of Man Railway 1 Douglas – Castletown

Isle of Man Railway 1 Castletown – Douglas

We also did all of the tram lines on the Island during the week. It is a fascinating place and well worth a week of anyone’s time. We caught the ferry back to Heysham the next day and then the train home as Steph had arranged to go away with her mum for the weekend for some pampering at a spa. Rather than spending the rest of my leave being stuck at home I had planned a trip over the channel as it was now 18 months since my last trip.

Pennine Observer Notes

Eastern Region

Recent sightings at Doncaster have been:

May 26	67017 Thunderbird
	66100/66014/66015/66732 Intermodal
	66154 Rails
	66109/47749/66199 Light engines
	66529/184/710/041/618/706/547/520/714 Coal
	67016 dragging 91106 and stock
	66537/66534 Freightliners
	66088 Auto ballasters
	66147 Stone
Jun 1	66703 on coal train
	66956 on container train
Jun 2	67017 Thunderbird
	66115/116/079/230/701 Intermodal
	60049 Light engine
	66703/506/129/721/140/514 Coal
	66594, 66956 Freightliners
	66157 Stone
	66106 Sand
Jun 9	67003 Thunderbird
	66151, 66018, 66031, 66741 Intermodal
	66713/709/100/139/103/595/527 Coal
	66740 Gypsum
	66063, 66108 Rails
	66567, 66568 Freightliners

66161, 66144, 66009, 66213 Steel
 57304 to Wabtec to be used on testing East Coast coaching stock
 57004 to Wabtec to collect Anglia DVT 82132
 66193 Stone
 66029 Sand
 Jun 15 66029 on mineral train
 66070 and 66505 on container trains
 66206, 66519 and 66719 on coal trains
 66081 and 66143 light engines
 08762 shunting
 08405 and 66729 in yards
 Jun 16 67016 Thunderbird
 66100/523/201/729/704/525/721 Coal
 66505, 66560 Freightliners
 66732, 66030, 66166, 66083 Intermodal
 66008 Light engine
 66081 Rails
 66186 Stone
 66029 Sand
 67003 rake of Mark IVs for Wabtec
 31602 Serco
 Jun 29 66061, 66721 and 92016 in Doncaster RMT area
 Jun 30 67003, 67016 Thunderbirds
 66004, 66066, 66030, 66722 Inter modal
 66188 Rails
 66150 Engineers
 66565, 66591 Freightliners
 66177 Gypsum
 66029 Sand
 66510/512/513/012/161/731/724/737/706/718/716 Coal
 Jul 7 67003 Thunderbird
 66030, 66158, 66162, 66720 Intermodal
 66730/718/135/046/082/727/553/506 Coal
 66534, 66537 Freightliners
 66119, 66194 Rails
 66029, Light engine
 47749 Route learning
 66067 Gypsum
 66084 Limestone
 66011 Stone
 66249 Sand
 Jul 13 66029 and 66118 on mineral trains
 66070 and 66567 on container trains
 66506 and 66717 on coal trains
 08669 shunting
 08405 and 66087 in yards
 Jul 28 67003 Thunderbird
 66051, 66206, 66238, 66728 Intermodal
 66597/549/055/514/739/741/559 Coal
 66086 Rails
 66505, 66564 Freightliners
 66033 Light engine
 66029 Sand
 66030 Stone
 66621 Limestone
 Aug 4 67003, 67025 Thunderbirds
 66122 Limestone
 66953, 66029 Light engines

66538, 66954, 66571 Freightliners
66144, 66021, 66047, 66736 Intermodal
66720, 66024, 66200, 66151, 66718 Coal
66741, 66206 Gypsum

Aug 11 67003 Thunderbird

66047, 66167, 66142, 66710 Intermodal
60074 Rails
66517, 66954 Freightliners
66024/185/523/037/510 Light engines
66728 Gypsum
66029 Sand
66011 Stone
66554/585/061/008/719/721/733/736/739 Coal

Recent sightings on the Gainsborough - Barnetby line have been:

Jun 1 66061 and 66710 on coal trains
Jun 6 66041 on coal train
66158 on oil train
66402 on goods train
Jun 7 66103 on coal train
66709 light engine
Jun 8 66092 on coal train
Jun 10 66050 on coal train
Jun 13 66082 and 66200 on coal trains
Jun 14 66082 and 66206 on coal trains
Jun 16 66082, 66238 and 66729 on coal trains
66703 on goods train
Jun 18 37087 on Network Rail train
66013 on steel train
Jun 20 66103 and 66116 on coal trains
Jun 21 66058 on coal train
Jun 22 66149 on coal train
Jun 24 66008, 66047 and 66116 on coal trains
Jun 25 66116 and 66145 on coal trains
Jun 27 66185 and 66729 on coal trains
Jun 28 66100 and 66729 on coal trains
Jun 29 66731 on coal train
Jun 30 66230, 66706 and 66718 on coal trains
Jul 1 66158, 66724 and 66737 on coal trains
Jul 2 66012 and 66161 on coal trains
Jul 5 66161 and 66730 on coal trains
Jul 7 66078 on coal train
Jul 12 66135 and 66181 on coal trains
Jul 13 66149 on coal train
Jul 14 66060 on oil train
Jul 15 66125 and 66717 on coal trains
Jul 19 66008 and 66712 on coal trains
Jul 20 66201 and 66713 on coal trains
Jul 21 66130 on goods train
66713 on coal train
Jul 22 60094 on oil train
66025, 66602 and 66710 on coal trains
66741 on goods train
Jul 26 66025 on oil train
66709 on coal train
66722 on goods train
Jul 28 66739 on coal train
Jul 31 66200 on coal train

Recent sightings at Peterborough have been:

May 20 20302, 20310, 20305 and 66221
May 21 66096, 66580, 66407, 66719 and 66737
Jun 18 66160, 66402, 66703, 66729, 66730, 66740, 20301 and 20308
Jun 28 20304, 20305, 66716, 66721 and 66722
Jun 29 66068, 66403 and 66701

Other recent sightings have been:

May 4 66194 on Tilcon service at Hull
Jun 1 66565 and 66588 on container trains at Retford
47749 and 66428 stabled at York
Jun 4 66160 on steel train and 66506 on coal train at Melton Ross
Jun 15 66541 on container train at Retford
Jun 22 66079 on steel train and 66513 on coal train at Swinton
Jun 28 66717 at Potters, Selby
Jul 13 66564 on container train at Retford
Jul 20 66020 and 66305 on container trains at Eaton Lane Crossing
Jul 23 66029 on Plasmor train and 66104 on ballast train at Marsh Lane Crossing
Jul 27 66055 on coal train at Rushey Sidings
Aug 4 66121 on stone train and 66952, 66186 and 66849 on coal trains at Swinton
Aug 11 66086 light engine and 66555, 66506, 66595 and 66849 on coal trains at Hatfield & Stainforth
90010 and 47802 worked the 10.00 Liverpool St to Yarmouth and 13.10 Yarmouth to Liverpool St on 11 June (drag from/to Norwich).
Locos noted at Ipswich on 11 June were 66591/558/592/566/567/565/563, 90041/044/046. The following Monday (13 June) veteran 86501 worked in on a liner from the south and then stabled in the sidings next to “newie” 70001, a real case of beauty and the beast!

Western Region

Locos seen near Bristol TM on 11 June were 66517, 66542, 55539 and 66592.
57603 worked the Penzance – Paddington sleeper on 17 June and 57601 worked the empty stock at Paddington the following morning.

Midland Region

Locos seen at Rugby on 20 May were 66730, 08676, 66539 and 66560.
Locos noted in Wembley / Willesden area on 21 May were 66193, 66083, 66065, 66073, 66011 and 66030.
Locos seen at Crewe on 27 May were 47853, 37108, 90048, 37409, 37038, 20308, 47818 and 37667. Also seen was 70005 at Shrewsbury.
Pendolino drags on the SO 08.50 Euston to Holyhead and 14.38 Holyhead to Euston (from/to Crewe) have been: 9/7/11 - 57308/390004 and 16/7/11 - 57311/390031.

Southern Region

Locos noted at Dollands Moor on 18 June were 92009, 92016, 92022, 92032 and 66193.

Scottish Region

Noted at Edinburgh on 19 July were 67027 and 90029 stabled; 334037/003/016/028 on Bathgate / Airdrie line trains and 67001 on 17.08 Edinburgh / Edinburgh (Fife Circle).

Railtours and Charter Trains

Locos seen on railtours and charters have been:

Apr 30 (“The Fenland Explorer”) 47786 and 47804
May 21 (“The Inter City”) 5043 Earl of Mount Edgcumbe
May 28 (“The Welsh Mountain Statesman”) 57601, 97303, 97304 and 47826

("The Salopian Viking") 37510, 37229 and 33207
 Jul 26 ("Scarborough Spa Express") 45407
 Jul 29 ("Scarborough Flyer") 34067
 Aug 2 ("Scarborough Spa Express") 46115
 Aug 9 ("Scarborough Spa Express") 37706 and 44932
 Aug 11 (Kings Cross – Edinburgh Charter) 90036 and 67026

Preserved Railways

Locos used at the NYMR 175th Anniversary Gala on 30 April were 44871, 92214, 71000, 76079 (as 76084), 80072 (as 80135), 69023, 45428, 45407, 45212 and replica No. 9 Planet.

Steam Locomotive "Teddy" was giving brake-van rides at the NRM on 1 June.

Locos working at the South Devon Railway 1950's & 1960's Gala on 11 June were 5526, D7612, 3205, 20110 and railcar W55000.

Locos used at the Spa Valley Railway Steaming through the 40's Gala on 18 June were 5521 and 47493.

Trips to London

The following were seen on a trip to London on 19th May 2011:

Doncaster West Yard: 320314

Doncaster Decoy: 66706/732

Peterborough: 20301/302/304/305, 66172/403/580/589/721, 67029 Charter train Carlisle – Kings Cross

London Area: 313037/044/045/051/052/053/054/055, 317339/344/347,

365502/503/505/507/509/510/511/512/513/516/518/522/527

Bounds Green: 08571

Kings Cross: 67025/26

St.Pancras International: 395016/021/029, 373003/04/07/08/3208/3207

St.Pancras Thameslink: 319010/368/373/443, 377517/523

Kentish Town: 319363/375

West Hampstead: 319217/218/362

West Hampstead N.L.L.: 47810/832 Northern Belle Charter, 378204/227

Kensal Rise: 378219/229

Willesden Depot: 168218, 378211/217/224/226, 172003/004

Willesden High Level: 66136/66954, 378204/207/208/210/216/219/223/225

Willesden Low Level: 70009, 86632/637, 350101/106/128/231/239/245/247

Euston – Watford Service: 378203/206/213/218/222

Kilburn High Road: 378230

Euston: 350114/231/242/248

Camden Carriage Sidings: 350119/130/234/236/251/258

Gospel Oak: 172001/002/005/006/007/008, 378201/228, 66420 Inter modal, 66432 Gypsum

Highbury & Islington: 378135/150

Canonbury: 378144

Stratford: 378212, 317508/660/708/889, 321340/362/421/423, 360113/115/118/119/120, 90003/10/13/15

D.L.R.: 06/11/36/47/51/53/56/70/74/124/126/128/134

Liverpool Street: 360116, 317663

Bethnal Green (16.20 – 18.20): 379005/006/007/008/009/010/013/016/017/018, 360101/102/103/105-110/112/114/117/121, 317502-507/513/649/650/652/656/657/659/660/662/664-

670/672/714/719/722/723/729/732/803/808/881/882/884/885/887/888, 315801/802/804/807/809-824/826-830/832-845/847/848/849/851/852/854/855/856/858/860/861, 321301/303/304/306-310/312-321/323-325/327-329/331/333-336/338/339/341-343/345/351/352/354-359/361/363/366/422/424/426-

430/432/433/435-438/440-447, 90001/04/007/008/009/011

Farringdon: 319005/370/376/377/440

St. Pancras International: 395007/012/026

The following were seen on a trip to London on 18th August 2011:

Doncaster Station: 66162/207/555/731 67026

Doncaster Belmont: 66704/741

Peterborough: 20304, 67020, 66566/743/746

Ferne Park: 37602/607
Southern end of E.C.M.L.: 313032/035/038/044/052/058/063/122/134, 317342/343, 321407/408/418/419, 365501/509/518/529/532/534/539/543
St. Pancras Thameslink: 319011/217/371/434/441/452/458
Kentish Town: 319369/374/376/428/436
West Hampstead: 377513/516
West Hampstead N.L.L.: 378221/228
Kensal Rise: 378219
Willesden Depot: 09007 86213/701/702, 168001/218/219, 172005, 378209/210/211/213/227
Willesden High Level: 66192/562/715, 378201/202/203/205/206/212/215/217/218/223/224/230
Euston – Watford service: 378208/211/216/225/231
Willesden Low Level: 66030/041/117, 70008, 90043/046, 377208/210, 350107/108/115/124/128/235/239/245/247/254/255/256
Kensington Olympia: 59201
Clapham Carriage Sidings: 444022/028/032/042, 45007/022/040/087/093/109/110/111/127, 159003/014
Clapham Junction: 66157/166/707, 73138/201, 444005/036/039, 450002/035/042/087/088/098/114/120/121/125, 450542/548/551/552/557/566/567/569, 377102/103/105/109/115/126/131/150/160/208/211, 2412/13/16/23/24
East Croydon: 319449, 377106/134/152/306/424/449/453/513
Norwood Junction/Selhurst: 171802, 377141/152/452/472
Norwood Junction Station: 377126/151/521, 378137/139/150
Forest Hill: 319445
Penge West: 378142
Honor Oak Park: 378233
New Cross Gate: 378141/145/152, 171725
Surrey Quays: 378143/144/153/232/234
Rotherhythe: 378136
Shoreditch High Street: 378148
Hoxton: 378154
Dalston Junction: 378143
Canonbury: 378151
Highbury & Islington: 378137/150/211/212/214/219/221, 90042
Tottenham Hale: 379001-023/028-030, 317503/505/507/508/509/657/659/662/663/667/668/671/885/891/892
Liverpool Street: 90001/005/012, 379018/023, 317510/650/665/887/889
Farringdon: 319008/363/378/382/451/456, 377506/509
St. Pancras International: 395002/005/023, 373007/008/205/206/229/230

History of the Crab & Winkle

The ‘Crab and Winkle Way’ takes its name from the six mile railway line which ran between the towns of Canterbury and Whitstable.

On Monday 3rd May 1830, a clanking passenger locomotive, the ‘Invicta’, pulled into the platform near Whitstable Harbour carrying nearly 300 excited passengers from Canterbury. The ‘Crab and Winkle Line’, as it affectionately became known, had become the ‘first regular steam passenger railway in the world’ as stated in the Guinness Book of Records.

The locomotive and the line were engineered by the famous George Stephenson and his son Robert, at their works in Newcastle upon Tyne. The ‘Invicta’ was based on Stephenson’s more famous ‘Rocket’ which came into service four months later on the Liverpool to Manchester line. Unfortunately with just 12 horse power the ‘Invicta’ could not cope with the gradients and was only used on the section of line between Bogshole and South Street. The rest of the line was hauled by cables using steam driven engines at the Winding Pond in Clowes Wood and the Halt on Tyler Hill Road. By 1836 the ‘Invicta’ was replaced and a third winding engine was built at South Street. The line was a pioneer in railway engineering using embankments, cuttings, level crossings, bridges and an 836 yard (764 metres) tunnel through the high ground at Tyler Hill.

From 1846 the railway was worked with old engines and ancient carriages always blackened by soot from the journey through the tunnel. It was said goods trains tended to slow down for their crews to check pheasant traps in the woods and to pick mushrooms in the fields.

Passengers were carried until 1931 after which the line was used for goods only.

The line closed entirely in 1952. It re-opened for several weeks in 1953, after the great floods cut the main coastal line on 31 January. The line was offered for sale in the late 1950s and the tunnel was blocked up when the university was built above it. You can see Invicta on view at the Museum of Canterbury, Stour Street.

The need for a cycle route between the two towns had been recognised for some time but it was not until 1997 that real planning got underway when a working group from Canterbury City Council, Kent County Council, Kentish Stour Countryside Partnership and Sustrans was formed. In the same year, a charity, The Crab & Winkle Line Trust was created to promote the line and to make it accessible to the public. The construction of the route took place in 1999 and it was formally launched by Richard King, Chairman of Kent County Council Transport Operations Board, on Sunday October 3rd 1999 at the Winding Pond. Approximately 400 people attended the event. The 'Way' uses about one third of the old railway line, although The Crab & Winkle Line Trust is working with local landowners and organisations to bring more of the line into use.

It is part of Route 1 (Inverness to Dover) of the National Cycle Network, developed by Sustrans and its partner organisations.

Because of gradients and the short road sections the route is generally not suitable for wheelchair users, however, the improved path surface has made access easier for less mobile people.

The 'Way' is well signed and this leaflet is intended to provide information to all those who want to explore it! Look out for locally advertised rides, walks and events happening along the 'Way'.

This article, taken from the 'Crab & Winkle Way' leaflet printed for the Kentish Stour Countryside Partnership, is reproduced with the kind permission of Ruth Goudie from the Kent Highway services. More information can be obtained from www.crabandwinkle.org.

Pennine Quiz No. 145

Compiled by Les Stevens

- 1 What is the correct name of a railway bridge in the centre of Castleford?
- 2 Name the bridge on the Baghill to Monkhill spur now defunct.
- 3 Name the level crossing between the A645 and Hensall, North Yorkshire?
- 4 What is the name of 6861 (Western Region steam loco)?
- 5 In which year did the first section of main line from Paddington station open?
- 6 Name the ship that connected with the first mail train from Fishguard Harbour in 1906.
- 7 What was the shortest lived express train?
- 8 Who built the 4-4-0 County Class?
- 9 In which year did an animal meet a famous landmark before royalty?
- 10 Name the two locomotives involved in question 9.
- 11 How much did it cost G.W.R. to buy the catering business at Swindon in the 1800s?
- 12 What speed did the Royal Train travel at in 1903, non-stop from Paddington to Plymouth?
- 13 What year as the G.N.R. between London and Leeds completed?
- 14 In which year was Wakefield motive shed built?
- 15 What was the number of Scarborough shed's only B16 4-6-0?
- 16 Name the inn on the approach to Knottingley station demolished in the 60s.
- 17 What was the Methley Junction incident?
- 18 In which year was Knottingley M.P.D. opened?
- 19 In which year was there a regular Deltic working non-stop through Castleford?
- 20 In 1948, how much was the return fare to London from Castleford?
- 21 Name the town where the Royal Duchy Express and Kennet Canal met in 1958?
- 22 Which station is more than 7 miles from the nearest road?
- 23 Name the longest all masonry viaduct.
- 24 Running alongside a railway line, where is Gay Meadow Football Ground?
- 25 In which year did Castleford station become Castleford Central?

Pennine Quiz No. 144

The Answers

- 1 Achilles 45697
- 2 Ajax 45689
- 3 Anson 45672
- 4 Ark Royal D601
- 5 Barham 45653
- 6 Benbow D805
- 7 Centurion 47301
- 8 Collingwood 45645, 90020
- 9 Conqueror 45701
- 10 Courageous 45711
- 11 Dauntless 45717
- 12 Defiance 45728
- 13 Dreadnought 45718
- 14 Exeter 34001, 43025
- 15 Fearless 45723
- 16 Formidable D802
- 17 Furious 45729
- 18 Glorious 45719
- 19 Hercules 1, 45110, D822, 20087
- 20 Hood 45654
- 21 Howe 45644
- 22 Illustrious 45532
- 23 Impacable 45709
- 24 Indomitable 45720
- 25 Invincible 45715
- 26 Leviathan 45704
- 27 Lion D0260, 08022
- 28 Monarch D831
- 29 Neptune 45687, 45134
- 30 Ramillies D837
- 31 Renown 45713
- 32 Repulse 45725
- 33 Resolution 45708
- 34 Revenge 45714
- 35 Rodney 45643
- 36 Royal Oak D842
- 37 Sir Edward Elgar 7005
- 38 St Vincent 45686
- 39 Superb D849
- 40 Swiftsure 45716
- 41 Temeraire D851
- 42 Thunderer 45703
- 43 Tiger D854
- 44 Triumph D855
- 45 Valiant 45707, 37066
- 46 Vanguard D801
- 47 Victorious D860
- 48 Warspite 45724

Sources: www.railuk.info and www.class50.com and Platform 5 books.

Before anyone writes to complain, I realise there may have been other locos with these names, but this is the list that I have used and the judge's decision is final!

Pennine Quiz No. 144

The Winners

1st Ian Shenton
2nd John Dewing
3rd Ken King

Congratulations to all the winners.

Pennine Meetings 2011

Meetings are held at The Salutation Inn, South Parade, Doncaster starting at 20.00 on 1st and 3rd Wednesday of each month.

Wednesday 7th September 2011	Rhys Jones
Wednesday 21st September 2011	Robin Patrick <i>'Enjoyable Pictures through the years'</i>
Wednesday 5th October 2011	Les Nixon
Wednesday 19th October 2011	Graeme Wade
Wednesday 2nd November 2011	PENNINE SLIDE COMPETITION
Wednesday 16th November 2011	Derek Porter
<i>Thursday 24th November 2011</i>	<i>Pennine Shield Round 1 at Dore Loco Society</i>
Wednesday 7th December 2011	PENNINE SHIELD Round 2
Wednesday 21st December 2011	Glen Williamson

Acknowledgements

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Next Issue

The Winter 2011 Issue of Trans Pennine is due for publication on 7th December would contributors please let the coordinator have their information by no later than Wednesday 2nd November - THANK YOU. If you can email, please your contributions to david@whitlam145.freemove.co.uk.

Cathedral of Steam

Christopher Nicholson recalls a trainspotter's perfect day out in the early Sixties

I remember the date clearly - it was May 2nd 1964 - the day Preston North End played West Ham United in the FA Cup final. My mother was born in Preston, and although not a football fan, she was naturally supporting her home town on this special day. But my father had other ideas; he wanted to take us all on a trip from our home in Sheffield in our newly acquired family car, a magnificent Triumph Herald in a colour scheme of light and dark green that was officially described as 'cactus and conifer'. The destination was to be York, a two-hour drive from Sheffield and the home of the York Railway Museum. But even better was the promise of a visit to the steam shed at York that housed all manner of

never-before-seen delights at the hub of the former London & North Eastern Railway network. For an 11 year-old boy from Sheffield heavily into railways, York was indeed a Mecca to which pilgrimages were rarely made.

The site of the original York Railway Museum (before it became the 'National' Railway Museum) was in a former goods depot a short distance from the magnificent station in Queens Street. The steam locomotives and carriages it housed were all displayed in long parallel rows, and even at such an early age I vividly remember walking along between the lines down at rail level, and seeing huge spoked wheels of the locomotives towering over me. No viewing galleries here to look down on the exhibits - everything was viewed at rail level looking up!

York had two steam locomotive depots, York South and York North, but it was the North shed that held all the treasures, the giant steam engines that pulled the express trains along the east coast main line. It was reached by a short drive from the station through a road tunnel that took Leeman Road underneath the north end of the platforms.

Remember that this was 1964, four years away from British Rail's last steam train ever in August, 1968, and the scrapping of huge numbers of steam engines was gathering pace. The sight that met me as I emerged from the car and peered over the wooden fence were the lines of 'dead' steam engines - row upon row of once magnificent hissing and smoking giants, that were now cold and lifeless. Their fires had been dropped and their tenders emptied before their final journey to the cutter's torch.

I had one of my first cameras with me that day and started busily taking photos as I wandered around the outside of the actual shed. I found some locos were still in steam and simmering gently in the sunshine, awaiting their next turn of duty, while some of the dead ones still had their nameplates and number plates intact, usually the first things to be removed from condemned steam engines, as they were worth more than scrap value to collectors.

At one point a British Railways designed 'Britannia' 4-6-2 locomotive No.70020 Mercury arrived from the direction of the station and came to a halt over one of the 'ash pits'.

Its driver emerged to open the massive smoke box door and began to scrape out the cinders from inside. An ash pit was a bit like an inspection pit for a car; the loco would position itself over the pit and the bottom floor of the firebox could be 'riddled' to make the layers of ash from the burnt coal drop through into an ash pan, which could be subsequently emptied into the pit.

The actual 'shed' at York was only a short distance away from the 'scrap' lines. Normally, visitors like young boys are strictly forbidden in such places unless in an organised party, and risked the considerable wrath of the shed master if caught sneaking in. But today there was very little activity in and around the shed, and its lure was difficult to resist.

I crept in through the massive door into a huge cavern with a turntable in the middle of it with all the locos stored on the 'spokes' of the turntable. At the far end I could see another identical building with another turntable. These were called roundhouses, and were designed to give easy access to almost every locomotive in the shed. Some loco sheds stored their engines in long parallel rows, which meant that if the engine in the middle of the row was required for duty, all the others had to be removed first. The roundhouse design meant the turntable could access any locomotive within minutes. Alas it was too dark for my rudimentary camera and all attempts at photography in here failed.

A working steam shed was a magnificently atmospheric building and this was one of the best. At this time it was the home for over a hundred steam locomotives and an increasing number of the newly introduced diesels. Once inside I noticed its roof was curved, and from it hung huge floodlights for night-time operations. There was very little natural light - what little there was came in through a series of square windows, many of them broken, let into the roof as shafts of sunlight that illuminated patches on the shed floor and random details of the slumbering giants it contained.

The smoke and steam caught in these shafts of sunlight gave a magical quality to the atmosphere. No wonder the celebrated wildlife and steam engine artist David Shepherd, who spent many hours inside them painting, called them 'cathedrals of steam'. It's difficult to describe the sounds and smells inside the buildings, but any railway enthusiast who has been inside them will instantly recognise the heady mixture of smoke, steam, soot and hot oil while giant steam locomotives hissed and popped in the gloom. The floors were filthy - covered with a film of grime, oil and coal dust, and the whole experience was one of dereliction and decay. Indeed these particular scenes I was witnessing would only last until the summer of 1967, when all steam engines were withdrawn from York.

I wandered around and between some remarkable locomotives that day and collected a good many new numbers in my Ian Allen abc Combined Volume. This was the trainspotter's 'bible' that listed every locomotive - steam, diesel and electric - at work on British Railways, all divided numerically into the

different designs and classes for easy reference. It was updated every year and it was the place where trainspotters underlined the numbers of the locomotives they had 'copped'.

There was even a smaller companion volume - the LocoShed Book, which told you which locomotive was allocated to which shed - another invaluable document for the dedicated trainspotter! The one I carried with me on this day had a photo taken inside the very shed I was now in on its cover.

Steam locomotive classes such as A1s, B1s, V2s, and 9Fs will probably mean nothing to anyone apart from dedicated trainspotters, and on that day I saw them all - a real eye-opener from a boy who was used to a diet of London Midland and Scottish engines. Little did I know that within 11 years of my visit, the dark and gloomy shed that I had crept around would be reborn in 1975 as the light and airy Great Hall of the National Railway Museum.

Emerging back into the daylight I noticed that there was a locomotive positioning itself under the huge triangular coaling stage - nicknamed 'the cenotaph' - a short distance away from the shed entrance. These concrete towers contained a hopper that was filled with coal and could drop the appropriate amount into a locomotive tender in a matter of seconds. With a thunderous roar, and a cloud of coal dust several tons of best Welsh steam coal was deposited in its tender, and the loco moved off.

All too soon it was time to leave. A swift cup of tea from a thermos flask and a couple of sandwiches eaten with filthy hands and we were off. My journey home was made in high spirits - the only slight disappointment (particularly for my mother) was that Preston had lost the Cup Final!

This article is reproduced from the July 2010 issue of *Best of British*, a monthly magazine available from newsagents and on subscription. Please visit www.bestofbritishmag.co.uk or call 01778 342814 for further information.

(Please note this is not our Chris Nicholson)